



## King County

### Metropolitan King County Council Growth Management and Natural Resources Committee

**Agenda Item:** 3

**Date:** May 20, 2008

**Briefing No.:** 2008-B0123

**Prepared by:** Kendall Moore  
Rick Bautista

**Attending:** Paul Reitenbach, DDES  
Harry Reinert, DDES  
Karen Wolf, Office of the Executive  
Darren Greve, DNRP, TDR Program Manager

#### REVISED

(substantive revisions shown in italics and underlining)

#### SUBJECT

Briefing on Executive's 2008 recommended amendments to King County Comprehensive Plan ("KCCP") related to the Transfer of Development Rights ("TDR") Program. Policies of the TDR program are found in chapters 2 (Urban Communities), 3 (Rural Area and Natural Resource Lands), and 7 (Transportation). A crosswalk between the proposed policies and proposed code revisions is attached as Attachment 1.

#### OVERVIEW OF CURRENT TRANSFER OF DEVELOPMENT RIGHTS PROGRAM

King County's Transfer of Development Rights (TDR) Program was originally conceived to advance the following growth management objectives:

- Preservation of resource lands, fish and wildlife habitat,
- Provision of regional trails and open space, and
- Retaining rural character by focusing growth in urban areas where services such as sewer, water and transportation exist or can be readily provided.

From its inception, the TDR Program has been administered as a totally voluntary program, relying upon the use of incentives for landowners to participate either as buyers or sellers of development rights. For "sending site" landowners, an economic return results from their sale of development rights to "receiving site" landowners in a private transaction or to the County's TDR Bank. Sending site landowners gain the economic return without incurring the cost of developing or selling their land. The public benefits by receiving permanent preservation of the land. Incentives for "receiving site" landowners come in the form of greater residential density on their development site.

Since its creation, the program has been successful preserving 91,500 acres (or almost 143 square miles) of land for resource, habitat, trail, open space and other public uses. This is roughly twice as much land preserved by the next most successful TDR Program in the United States. Most of the lands protected are large tracts of forest lands.

During the early stages of the TDR Program, participation in regards to the use of TDR credits on development projects was primarily driven by transactions with the cities of Seattle and Issaquah. Since then, participation by the developments within cities has been less intensive, perhaps in part due to the fact that a city could increase density within *its* jurisdiction without the use of TDR credits. However, the use of TDR credits in developments on unincorporated lands has increased to the point that more TDR credits (204 versus 125) have been used in development outside of cities than within.

## **OVERVIEW AND ANALYSIS OF PROPOSED REVISIONS**

The overriding purpose of the Executive-proposed revisions is to increase participation in some aspect of the TDR program, either as a buyer or seller of density credits. This is evident in the new text prior to and in Policy R-221, below:

Rural and Resource Lands face increasing development pressure, yet the county must simultaneously plan for, and allow, future development growth. This tension makes it incumbent on the county to strengthen its TDR efforts. For this reason, King County seeks to increase the number of development right transfers and adopt an expanded Rural and Resource Land Preservation program to reduce and redirect rural development potential into the urban areas.

R-221 The goals of the Rural and Resource Land Preservation Program are to: (1) reduce the development potential in rural and resource lands by 25%; (2) increase activity in the TDR market; (3) bolster demand for TDRs; (4) offer rural property owners access to incentive programs; (5) protect low-density rural areas from encroaching urban development; and (6) reduce carbon emissions by decreasing vehicle miles traveled from the rural area and by sequestering carbon in the Rural Area.

Goals 1 and 2 of Policy R-221 are noteworthy. Goal 1 speaks generally to increasing activity within the TDR Program. Goal 2 is particularly noteworthy in that it sets a significant (25%) reduction in the development potential of the *Rural Area and Resource Lands*. NOTE: In an earlier briefing, the committee expressed interest having benchmarks developed to determine the success of reaching all the goals expressed in this policy. Executive staff have proposed that the Executive develop such benchmarks as part of its work program for 2009 and those be incorporated in the 2009 Comp Plan update.

The majority of the proposed policy amendments described later in this report are specifically intended to create additional “market demand” for density credits and few are intended to encourage landowners to sell density credits. While the underlying purpose of the TDR program remains unchanged, the goals and objectives outlined above are an indicator of a

shift in philosophy. Therefore, the central issue arising from the many of the proposed changes is whether or not the creation of higher demand for density credits should be achieved by a shift from a totally voluntary program to a program where in several instances, participation (i.e. buying TDR credits) is mandated as a part of a development proposal.

## **I. CHANGES THAT AFFECT THE “MARKET DEMAND” FOR TDR CREDITS**

### **1. Climate Change (p. 3-18)**

R-223a The Rural and Resource Land Preservation Transfer of Development Rights Program shall include, but is not limited to, the following:

a. In addition to the density that is allowed on a receiving site in the urban growth area from the purchase of Transferable Development Rights, the county shall evaluate the climate change related impacts of the proposed development. In so doing the county shall consider the climate change effects related to reducing transportation related emissions, sequestering of carbon on the sending site, and any other climate change effects that result from the transfer of development rights from the sending site;

**Issue:** This policy, in of itself, has no direct effect on the number of units that would be allowed for a proposed development. However, the policy indicates that when calculating greenhouse gas emissions for the proposed receiving site development during its evaluation under SEPA, the greenhouse gas emissions that could otherwise result from the construction of the transferred units, could be used to reduce the mitigations that would be required of the development on the receiving site.

It should be noted that the Executive-proposed code revision did not include any changes to the SEPA process. In fact, the Department of Development and Environmental Services ("DDES"), in consultation with a work group consisting of business, local governments, the state, and the public representatives, is still in the process of developing an ordinance to implement proposed Policy R-223a. Under the draft ordinance (see draft on Attachment 2), currently out for public comment, King County would exercise its substantive authority under the SEPA to condition or deny proposals that would have a significant, adverse impact on the environment due to their greenhouse gas emissions. In that legislation, one of the ways to meet the green house emission reduction called for in the legislation would be to by purchasing TDRs.<sup>1</sup> However, how to measure green house emissions as well as how to measure an amount of TDRs to be purchased that will reduce vehicles miles traveled are not detailed in the proposed SEPA ordinance but rather will be set by public rule.

Until such time as the proposed ordinance is transmitted, adopted and implemented, the potential benefit of this policy to an applicant (or to the public) from such a reduction cannot be fully substantiated.

---

<sup>1</sup> “The purchase of development rights from rural properties that are transferred to urban properties pursuant to the provisions of K.C.C. Chapter 21A.37 that results in a reduction of vehicle miles traveled.” Section 3 H of the proposed draft SEPA ordinance, Attachment 2.

## 2. Transportation Concurrency (p. 3-18)

R-223b The Rural and Resource Land Preservation Transfer of Development Rights Program shall include, but is not limited to, the following:

b. In the Rural Area, a development proposal for a subdivision or short subdivision may purchase Transferable Development Rights from other Rural Area properties in order to satisfy transportation concurrency requirements. The transfer shall not result in an increase in allowable density on the receiving site ...

T-216f<sup>2</sup> In the Rural Area, the concurrency test may include a provision that allows the purchase of Transferable Development Rights in order to satisfy transportation concurrency requirements.

**Issue:** A schematic of this policy is attached as Attachment 3 to this staff report. These policies are intended, over the long term, to reduce the potential number of parcels that could be subdivided, while at the same time providing relief to those Rural Area property owners that currently are prohibited from developing to their zoning because of concurrency restrictions. This proposal will not show immediate benefits in regards to traffic conditions within a closed travelshed. In fact, during the short-term there may be a marked increase in traffic congestion within the travelshed because of the additional vehicle miles traveled generated by the new development. However, the short-term added congestion should be measured against the long-term benefit in overall reduction of development potential within the particular travelshed and the Rural Area in general.

The subdividing landowner benefits because he or she is able to move forward with development that the zoning allows. The sending site landowner benefits because he or she obtains an economic return without having to go through the development process. The County benefits from an overall reduction of development potential within the travelshed, as well as, gaining additional preservation of rural and resource lands.

## 3. Accessory Dwelling Units in Rural Zone (p. 3-18)

R-223d The Rural and Resource Land Preservation Transfer of Development Rights Program shall include, but is not limited to, the following:

d. King County may allow accessory dwelling units in the Rural Area that are greater than one thousand square feet, but less than 1,500 square feet, if the property owner purchases one Transferable Development Right from the Rural Area.

**Issue:** None. A homeowner gains additional flexibility as to the size of an accessory dwelling unit and the County benefits from an overall reduction of development potential within the Rural Area and Resource Lands because the purchase of a TDR, necessarily means that some other property owner voluntarily relinquished his or her rights to develop.

---

<sup>2</sup> Found in the Transportation chapter at p. 7-12.

Perhaps the key question on this proposal is whether or not an additional 500 square feet of residential area is enough on an inducement to purchase a TDR credit, especially when compared to the economic benefit derived by a seller of a TDR or by the County in reducing development potential in the Rural Area.

#### **4. Residential Density Incentives (p. 3-18)**

R-223 The Rural and Resource Land Preservation Transfer of Development Rights Program shall include, but is not limited to, the following:

c. King County shall provide an added density bonus, beyond the maximum density allowed in K.C. code 21A.12.030, when Transferable Development Rights are used on select urban-center receiving sites that provide enhanced walkability design and incorporate transit-oriented development elements;

U-126<sup>3</sup> Density incentives should encourage private developers to: provide innovative affordable housing, significant open space, trails and parks; use the Transfer of Development Right Program; ((tø)) locate development close to transit; ((tø)) participate in historic preservation; and ((tø)) include energy conservation measures exceeding state requirements.

**Issue:** None. These policies would result in a Code change that allows more units and higher building heights when TDR credits are used as part of mixed-use developments in commercial centers located in the urban areas.

It should be noted that the proposed policy and related Code changes were originally conceived during an area zoning study for several properties located on SW 98<sup>th</sup> Street in the White Center Urban Activity Center. However, both the policy and proposed Code changes would have a broader application extending beyond the White Center UAC.

In fact, the Comprehensive Plan identifies at least 30 different neighborhood and community commercial centers throughout the urban area. The potential for mixed-use development utilizing the new code provisions will depend largely on the size of each commercial center, the current state of development at these centers, and ultimately the market demand for such mixed-use projects.

#### **5. Quasi-judicial Rezones (p. 2-9)**

U-122 King County shall not approve proposed zoning changes to increase density withi Urban Area unless:

1. The development will be compatible with the character and scale of the surrou neighborhood;
2. Urban public facilities and services are adequate, consistent with adopted leve service and meet GMA concurrency requirements, including King County transportati concurrency standards;
3. The proposed density change will not increase unmitigated adverse impacts o

---

<sup>3</sup> Found in Chapter 2 at p. 2-10.

environmentally ((sensitive)) critical areas, either on site or in the vicinity of the proposed development;

4. The proposed density increase will be consistent with or contribute to achieving goals and policies of this comprehensive plan, and subarea plan, if applicable; and

5. The proposal is consistent with the adopted city comprehensive plan for the Potential Annexation Area where the rezone is located if the proposed density exceeds eight dwelling units per acre. If the city is not planning for urban densities and efficient land use patterns consistent with the Countywide Planning Policies, then this paragraph shall not apply.

~~U-124 ((King County supports increases in urban residential density through a rezone or a proposal to increase density through the density transfer or density incentive programs when the proposal will help resolve traffic, sewer, water, parks or open space deficiencies in the immediate neighborhood or will help promote physical activity by providing trail linkages and connections to services.))~~ Once a property is approved for upzone in accordance with U-122 above, then the property owner shall purchase Transferable Development Rights (TDRs) for the additional market-rate units. TDRs shall not be required for affordable units or other public purposes and policy goals as appropriate.<sup>4</sup>

**Issue:** Currently, quasi-judicial upzones do not require the purchase of TDRs. As proposed, to receive the upzone will now cost the property developer.

However, as contemplated by the proposed code revision,<sup>5</sup> an urban unincorporated area developer buying TDRs from the Rural or Resource Areas would receive 2 additional units above the base density. In other words, if the urban property owner wanted to upzone from R4 to R6, he or she would only have to purchase 1 TDR generated from Rural or Resource lands.

Additionally, the urban property developer could also use the purchase of TDRs as one of the measures a proposal must include to meet the proposed greenhouse gas emissions SEPA requirement (draft legislation the Executive currently has out for public comment).

U-124 also allows for exceptions to the TDR requirement. If the urban developer's proposal meets "other public purposes or policy goals,"<sup>6</sup> TDR purchases would not be required for the upzone. The Council may want to clarify these exceptions.

## **6. Four-to-One Program**

R-219 Transfers of development rights may be made to receiving sites as follows:

- d. Land added to the Urban Growth Area by means of the Four-to-One program shall receive transfers for no less than 50% of the allowed density.

---

<sup>4</sup> The Executive also included U124a, but after consultation, Executive staff agreed that it was redundant with U124 and that it could be removed.

<sup>5</sup> Proposed Ordinance 2008-0128, p. 249, II. 4473-4478.

<sup>6</sup> Executive staff indicated that the benefits outlined for density incentives found at KCC 21A.34.040 (historic preservation, dedication of open space, energy conservation, public art, etc.) were the "other public purposes or policy goals" contemplated.

U-186 (4/8/08 proposal) Land added to the Urban Growth Area under ~~((this policy))~~ the Four-to-One Program shall ~~((meet the))~~ have a minimum density ~~((requirements,))~~ of four dwellings per acre and shall be physically contiguous to the existing Urban Growth Area, unless there are limitations due to the presence of critical areas, and shall be able to be served by sewers and other efficient urban services and facilities; provided that such sewer and other urban services and facilities shall be provided directly from the urban area and shall not cross the open space or rural area. Transfer of Development Rights shall be used to achieve no less than 50% of the allowed density on the land added to the Urban Growth Area. In some cases, lands must meet affordable housing requirements under this program. The total area added to the Urban Growth Area as a result of this policy shall not exceed 4,000 acres.

***Issue:*** The four-to-one program, before it sunsetted, did not require the use of TDRs. The Executive is proposing to revive the program, extending it to 2010.<sup>7</sup> However, as with the quasi-judicial upzones, purchasing TDRs from Rural Area and Resource Lands would give the 2 units above base density for every TDR purchased. Additionally, if the SEPA legislation currently out for public comment, is adopted as proposed, having purchased TDRs could be used as a measure to meet the greenhouse emission reduction called for in that proposed legislation.

## ***7. Rural and Resource Land Preservation Program***

R-222 The Rural and Resource Land Preservation Transfer of Development Rights Program includes Demonstration Projects that involve an expansion of the Urban Growth Area as follows:

a. The area to be added to the UGA shall be no more than 100 acres per project, and shall be immediately adjacent to the original urban growth boundary as established in the 1994 King County Comprehensive Plan or adjacent to the boundary of a Rural City.

b. All additional density, and square footage for any non-residential use, in an urban expansion area shall require the purchase of transferable development rights from sending sites within an established Rural Preservation District. The Rural Preservation District shall be outside the expansion area and shall remain Rural;

c. The Rural Preservation District will, to the maximum extent practical, provide a buffer of permanently preserved open space and rural density between a UGA expansion area and the adjacent Rural Area;

d. At minimum, four acres of land shall be preserved for every one acre of UGA expansion. The preservation shall come from either the transfer of development rights or the dedication of open space within the Rural Preservation District or a combination of both;

e. The Rural Preservation District shall be sized with a sufficient amount of sending site acreage to provide an expansion area with the necessary amount of potential transferable development rights and satisfy R-222d; and

f. As a consideration in the formulation of future TDR policy, King County will evaluate the effects of land preservation on property values as a result of UGA expansions that require the transfer of development rights or dedication of open space from surrounding areas.

---

<sup>7</sup> In an earlier briefing, Central Staff recommended that it be extended to 2011, thereby allowing it to be re-evaluated in the 2012 Comprehensive Plan review, without any lapse in the program.

**Issue:** This concept appears to have a goal similar to the County's former four-to-one program as another method to obtain more dedicated open space or otherwise reduce the pool of properties for development in the Rural Area. Under the four-to-one program, the land that is totally under control of an applicant and mandates the preservation of 4 acres of open space for every 1 acre of new urban land. By contrast, a R-222 demonstration project does not require control over all the lands affected by the proposal.

As drafted, in a R-222 demonstration project, for each acre added to the UGA, four acres are to be preserved rural, either through open space dedication and/or the purchase of TDRs from a restricted pool of properties adjacent to the proposed UGA expansion. This restricted pool of properties is referred to as the "Rural Preservation District." Additionally, for the increased density and non-residential use of the UGA expansion area, additional TDRS are required. Therefore, the success of a R-222 demonstration project, is highly dependent upon the ability of the proponent to either purchase outright undeveloped properties and dedicate those as open space, and buy TDRs. In either case, in order for the demonstration project to move forward, the proponent must negotiate with a significant number of adjacent landowners located in the Rural Preservation District. The unwillingness of such landowners to sell their property or development rights will be a major factor in determining the success of a project.

Also of concern and different from the four-to-one program is that the properties from which the TDRs are to be purchased not necessarily pristine open space. In fact, people selling their TDR credits still retain ownership of the land, as well as the ability to use the land in some capacity. Therefore, public access to the land is much more limited than under the old or even proposed four-to-one program.

Additionally, there are no provisions of how the TDRs are to be calculated for "additional density and square footage for any non-residential use." The Executive has included a R-222 demonstration project in the Comprehensive Plan's area zoning studies, referred to as Snoqualmie SR-18 / I-90. The area zoning study is included with this staff report at Attachment 4. Even in that area zoning study how these TDR calculations for additional density and non residential usage are to be determined is put off until later. Of note, also is that the proponent of the Snoqualmie UGA expansion has not agreed to the Executive's recommendation.

There have been discussions that two demonstration projects may be forwarded to the Committee for its consideration before its review is completed; albeit, the terms of those proposals have not been provided.

The policy is innovative, but there is much uncertainty in it. It is more a work in progress that a fully formed concept and how it would be applied over the next four years is not clear.

**NOTE:** If no applicant chooses to participate as a demonstration project prior to the adoption of the Plan update, then consideration should be given to deleting the policy.



## **8. RA 2.5 Zoned Receiving Sites**

R-213 The ~~((top))~~ priority of the ~~((voluntary))~~ Transfer of Development Rights Program is to reduce development potential in the Rural Area and Resource Lands by encouraging the transfer of development rights from private rural lands into the Urban Growth Area. ~~((Transfers may also be made to rural sites that have RA 2.5 zoning.))~~

R-219 Transfers of development rights may be made to receiving sites as follows:

- c. Rural ~~((a))~~ Areas zoned RA-2.5, that are not on Vashon Island, may receive transfers of development rights only from the Rural Forest Focus Areas~~((:))~~;

**Issue:** Under the existing R-213, RA 2.5 lands can currently receive TDRs from any sending site. This is proposed for deletion. Instead, the Executive is proposing, through R-219c, to now require RA 2.5 receiving sites (except Vashon Island) to only receive TDRs purchased from Rural Forest Focus Areas. NOTE: The result of this change is to reduce the pool of rural and resource areas from which a RA 2.5 property owner can purchase TDRs; and may act a suppressant to the expressed TDR goal of increasing the demand for TDRs.

## **II. CHANGES THAT AFFECT THE “SUPPLY” OF TDR CREDITS**

### **1. RA 2.5 sending sites(p. 3-16)**

R-216 Eligible sending sites shall be lands designated on the King County Comprehensive Plan land use map as Rural Area (RA), Agriculture (A), Forestry (F), and Urban Separator, and ~~((Private properties qualified as sending sites))~~ shall provide permanent land protection to create a public benefit. ~~((a permanently protected area of sufficient size to provide public benefit.))~~ Priority ~~((candidate))~~ sending sites are:

- a. Lands in Rural Forest Focus Areas;
- b. Lands adjacent to the Urban Growth Area boundary;
- c. Lands contributing to the protection of endangered and threatened species; and
- ~~((b. Rural Forest Focus Areas;))~~
- ~~((e))~~ d. Lands that are suitable for inclusion in and provide important links to the regional open space system. ~~((; or~~
- ~~d. Agricultural and Forest Production District lands.))~~

**Issue:** The deletion of the current subsection “d” could be interpreted to mean that resource lands are no longer priority sending sites. This would be of concern to the Agriculture and Forest Commissions, respectively.

### **2. Increasing density transfer rates (p. 3-16)**

R-217 For transfer of development rights purposes only, qualified sending sites are allocated development rights as follows:

- a. Sending sites with Rural Area or Agricultural zoning shall be allocated one TDR for every five acres of gross land area;

**Issue:** None. The density transfer rates for RA-10 zoned lands outside of the Rural Forest Focus areas are currently dependent upon the base density of the zone. The executive-proposed revision (Policy R-217a) would credit such lands at a rate of one TDR for every five acres.

### **3. Rural vacant substandard lots in conservancy or natural shorelines (p. 3-17)**

**R-217** For transfer of development rights purposes only, qualified sending sites are allocated development rights as follows:

e. King County shall provide bonus TDR to sending sites in the Rural Area as follows:

1. The sending site is a vacant RA zoned property and is no larger than one-half the size requirement of the base density for the zone; and
2. The sending site is a RA zoned property and is located on a shoreline of the state and has a shoreline designation of conservancy or natural.

**Issue:** None. This policy is aimed at Vashon and Maury Islands, which have a number of existing lots along their shorelines that remain vacant due to a number of physical constraints that make them very difficult to develop or can only be developed at higher environmental costs. Proposed Policy 217e is intended to encourage owners of such lots to sell credits by increasing the amount of TDR credits given to them.

### **ATTACHMENTS:**

- 1 – TDR-related proposed code revision and policies crosswalk
- 2 - Schematic of transportation TDR policy
- 3 – Draft SEPA Climate Change Ordinance
- 4 - Snoqualmie SR-18 / I-90 area zoning study
- 5 - Revised Committee Schedule

## Transfer of Development Rights (TDR) Code Revision

### PROPOSED ORDINANCE 2008-0124 (TITLE 20 – PLANNING)

Ordinance Section	Code Section (Page/Line)	Revision Summary	Related Policy
5	<b>20.18.180</b> (16/343)	Amends Four-to-One standards to require at least 50% of the lots to result from purchase of TDR credits	R-219
8	<b>20.24.190</b> (27/536)	Urban rezone applications to increase density require the purchase of TDR credits for the additional units.	U-124 U-124a

### PROPOSED ORDINANCE 2008-0127 (TITLE 14 - ROADS AND BRIDGES)

Ordinance Section	Code Section (Page/Line)	Revision Summary	Related Policy
13	<b>14.70.285</b> (23/487)	Allow rural subdivisions and short subdivisions to use TDR purchases from the same travel shed to achieve concurrency	T-216f

### PROPOSED ORDINANCE 2008-0128 (TITLE 21A - ZONING)

Ordinance Section	Code Section (Page/Line)	Revision Summary	Related Policy
65	<b>21A.37.010</b> (240/4280)	Modify TDR purpose statement	R-212 through R-215
66	<b>21A.37.020</b>  (241/4302)  (242/4321)	TDR Sending Sites  1. Allow some state DNR owned land to be sending sites  2. Allow RA-2.5 zoned sites as sending sites	R-217

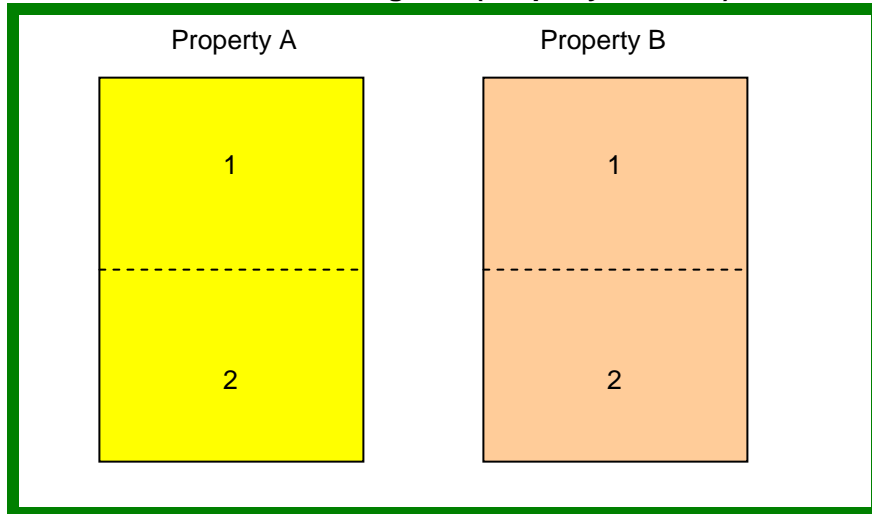
## Transfer of Development Rights (TDR) Code Revision

### PROPOSED ORDINANCE 2008-0128 (TITLE 21A - ZONING)

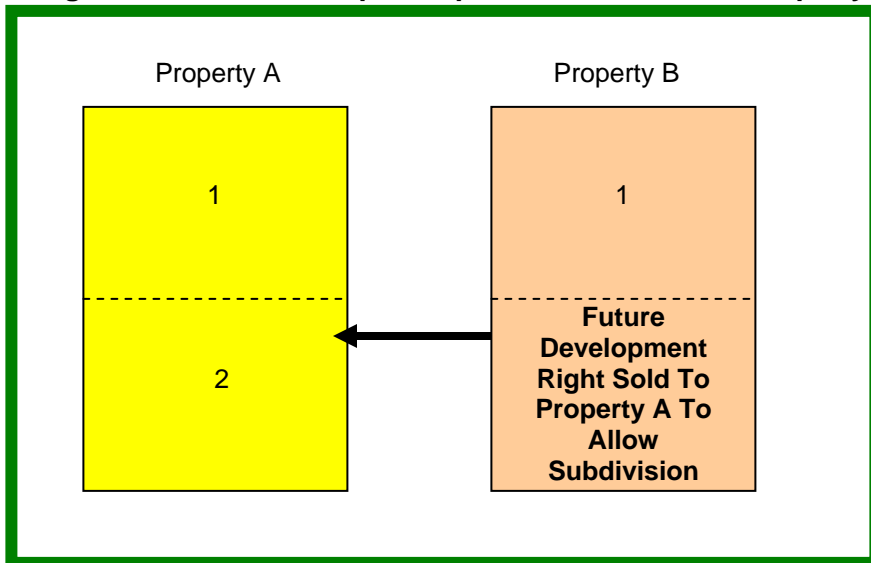
Ordinance Section	Code Section (Page/Line)	Revision Summary	Related Policy
67	<b>21A.27.030</b> (246/4398)	Property located within the shorelines of the state may not be TDR receiving sites	
68	<b>21A.37.040</b>  (249/4434) (247/4441) (248/4445)  (249/4473)  (249/4476)	<ol style="list-style-type: none"> <li>1. Allow one TDR credit for every 5 acres of an RA zoned sending site</li> <li>2. Provide a bonus TDR credit for vacant non-conforming lot sending sites</li> <li>3. Provide bonus TDR from conservancy and natural designated shorelines</li> <li>4. Each Rural, Forest or Agriculture land TDR is equivalent to two additional units above base density for urban receiving sites</li> <li>5. Each Urban Separator TDR is equivalent to one additional unit above base density for urban receiving sites</li> </ol>	R-217
69	<b>New Section</b> (249/4481)	Urban receiving site that purchases a rural TDR may take into consideration reduced greenhouse gas emissions	R-223a
70	<b>21A.37.060</b> (250/4486)	Adds clarifying detail about TDR issuance process	
71	<b>21A.37.080</b> (252/4548)	Adds clarifying detail about TDR issuance process	
72	<b>21A.37.100</b> (254/4597)	Clarify purpose and use of TDR bank funds	
73	<b>21A.37.110</b> (256/4630)	Allows use of TDR bank funds for DNRP staff support	

## Affect on Potential Number of Developable Lots Within a Travel Shed (Green Line)

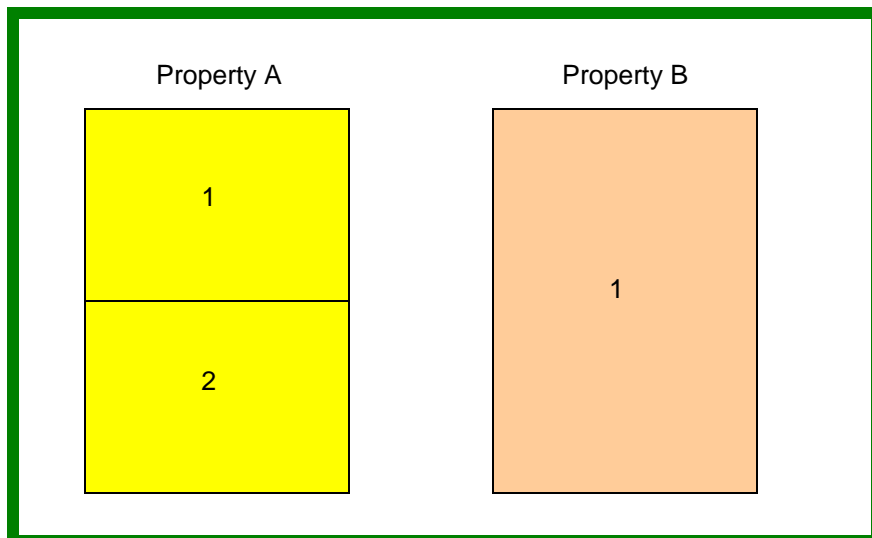
**Before “Transfer”:** 2 existing lots (Property A and B) with development potential for 4 Lots



**During “Transfer”:** Development potential for Lot 2 of Property B is sold Property A



**After Transfer:** Total actual development for Properties A and B - 3 Lots



# DRAFT KING COUNTY SEPA CLIMATE CHANGE ORDINANCE

4/30/2008

## Section 1. Findings.

A. Climate change in the Pacific Northwest is projected to result in increased average annual temperatures, significantly increased summer temperatures, increased winter precipitation falling as rain, significant decreases in mountain snowpack, more intense precipitation events, sea-level rise, and changes in the timing and magnitude of stream flows.

B. Climate change impacts are expected to increase flood and erosion hazards, affect water supplies for drinking water, salmon, hydropower and irrigation, increase wildfire risks, exacerbate public health risks from respiratory problems due to increased smog and temperatures, and negatively affect the diversity and abundance of wildlife and their habitats.

C. In 2007 the United Nations' Intergovernmental Panel on Climate Change found that "warming of the climate system is unequivocal... and most of the observed increase in global average temperatures since the mid-20th century is very likely due to the observed increase in anthropogenic (*human-caused*) greenhouse gas concentrations (*primarily carbon dioxide*)".

D. There is a growing scientific consensus that global temperature increases of more than two degrees Celsius above pre-industrial levels would lead to devastating impacts.

E. Findings from the United Nations' Intergovernmental Panel on Climate Change indicate that limiting temperature increase to two degrees Celsius will require the stabilization of atmospheric carbon dioxide concentrations to between four hundred fifty and four hundred seventy-five parts per million.

F. Leading scientists have projected that stabilization of atmospheric carbon dioxide emissions to avoid temperature increases greater than two degrees Celsius will require a

reduction of greenhouse gas emissions to approximately eighty percent below current levels by the year 2050.

G. In October 2006 the council adopted Motion 12362 relating to county efforts to reduce greenhouse gas emissions and prepare for climate change impacts. Motion 12362 and Executive Orders PUT 7-5 through 7-8 called for development of a King County Climate Change Mitigation and Preparedness Plan. The executive transmitted the 2007 King County Climate Plan in February of 2007 and the 2007 King County Climate Report in February 2008.

H. Motion 12362 and Executive Order PUT 7-8 direct the county to review and update policies related to air quality, climate and land use to reduce greenhouse gas emissions and to address the impacts of climate change,.

I. The King County Climate Plan and Climate Report and the Executive Proposed King County Comprehensive Plan 2008 Update include policy goals of reducing King County's greenhouse gas emissions and collaborating with local governments in the region to reduce overall emissions to eighty percent below 2007 levels by the year 2050. Specific actions include:

1. continued implementation of "Smart Growth" policies to focus new urban development within urban growth areas and along transit corridors,
2. proposed updates to transportation policies and regulations supporting walkable communities,
3. continued development of energy co-generation projects at the Cedar Hills landfill and wastewater treatment plants,
4. increasing use of hybrid vehicles and alternative fuels,
5. proposed changes in regulations extending and expanding the use of green building standards in county-owned buildings and facilities, and

45 6. public outreach and education.

46 J. The United States Supreme Court in Massachusetts v. EPA determined that the federal  
47 clean air act applies to greenhouse gas emissions and that the federal environmental protection  
48 agency has authority to regulate greenhouse gas emissions as a pollutant under the federal clean  
49 air act.

50 K. The Washington State Environmental Policy Act (SEPA), RCW Chapter 43.21C,  
51 includes the prevention or elimination of damage to the environment and the biosphere as one of  
52 its purposes. SEPA requires proponents of major actions that will have a probable, significant  
53 impact on the environment to prepare an environmental impact statement that analyzes those  
54 probable adverse impacts that are significant.

55 L. Washington State Department of Ecology rules require proponents of major actions  
56 subject to SEPA to complete a checklist that address the impact of the proposal on the  
57 environment. The SEPA checklist specifically includes a requirement to analyze the impacts of  
58 emissions of the proposal on air quality, including climate.

59 M. The King County Executive has promulgated Executive Order PUT 7-10 that  
60 requires King County, when it is the lead agency under SEPA, to require the project proponent to  
61 disclose the greenhouse gas emissions resulting from the proposal. Greenhouse gas emissions  
62 associated with development come from multiple sources including the extraction, processing,  
63 transportation, construction and disposal of building materials, landscape disturbance, and  
64 energy and transportation demands created by the development after it is completed.

65 N. The Executive Proposed King County Comprehensive Plan 2008 Update includes a  
66 policy that allows King County to exercise its substantive authority under SEPA to condition or  
67 deny actions based on their greenhouse gas emissions.



O. In December 2007, Washington's Departments of Ecology and Community, Trade and Economic Development, in conjunction with the Center for Climate Strategies, released official greenhouse gas emissions estimates for 1990 through 2020. Under a "business as usual" scenario that assumes no change in public policies or citizen behavior, but includes expected growth in population, employment, business activity, and the built environment, these projections forecast statewide emissions through 2020.

P. The Washington State Legislature in 2008 passed and the governor enacted into law House Bill 2815 which establishes statewide targets for greenhouse gas reductions. These targets are to reduce annual greenhouse emissions to 1990 levels in 2020, to twenty-five percent below 1990 levels in 2035, and to do its part to reach global climate stabilization by reducing emissions to fifty percent below 1990 levels in 2050. King County's goal is consistent with the State goal: to do its part to help achieve global climate stabilization by mid century.

Q. Washington's forecasted average greenhouse gas emissions for 2010 and 2011 are one hundred and four million metric tons of carbon dioxide equivalent (MMTCO<sub>2</sub>e). Washington's estimated greenhouse gas emissions for 1990 are estimated to be fifteen percent below the forecasted average emissions for 2010 and 2011.

R. Most structures and developments constructed in 2010 and 2011 will still be in use in 2020 and will be contributing to greenhouse gas emissions through energy and transportation related emissions. Requiring these new developments to reduce greenhouse gas emissions by fifteen percent below average emissions in 2010 and 2011 will ensure that these new developments are equitably contributing towards achieving King County's and Washington State's climate stabilization goals.

90 S. In addition to reducing greenhouse gas emissions, the incorporation of green and  
91 sustainable practices into the design, construction and operation of development projects reduces  
92 other types of pollution, reduces the use of natural resources, reduces energy and other operating  
93 costs, enhances asset value, optimizes performance and creates healthier and more appealing  
94 environments for building occupants. In general, strategies that reduce greenhouse gas emissions  
95 are also good for the occupants, including situating housing near transit, and making the  
96 communities more walkable.

97 T. The burden of reducing greenhouse gas emissions cannot be placed solely on new  
98 development. All sectors of the economy and types of development activity will need to take  
99 action to reduce emissions in accordance with the state goal while at the same time  
100 accommodating projected population and employment growth.

101 U. In developing requirements and procedures for SEPA review and mitigation of  
102 greenhouse gas emissions, King County should strive to minimize the burden on applicants by  
103 providing technical assistance as available and relying on existing programs that have  
104 demonstrated greenhouse gas mitigation benefits.

105 V. King County should apply the principles of impact avoidance, sometimes referred to  
106 as mitigation sequencing, to reducing greenhouse gas emissions to ensure that preference is  
107 given first to measures that will avoid emissions, then to measures that will reduce emissions,  
108 and only then to measures that compensate for emissions through off-sets or similar provisions.

109 NEW SECTION. Section 2. A new section is hereby added to K.C.C. chapter 20.44 to  
110 read as follows:

111 A. An action, as defined under the state environmental policy act, shall be deemed by  
112 King County to not have a significant, adverse impact on the environment with respect to

greenhouse gas emissions and climate if the proponent demonstrates to satisfaction of the department of development and environmental services that the action will result in greenhouse gas emissions that are at least fifteen percent below the average emissions that category of development is estimated to generate under a business as usual scenario.

B. The estimates of average greenhouse gas emissions and greenhouse gas emission reductions required by subsection A of this section shall be made using King County approved methodology.

C. The department shall consider the location of a proposed action as a contributing or mitigating factor in greenhouse gas emissions after the average emissions for the action are estimated.

NEW SECTION. Section 3. A new section is hereby added to K.C.C. chapter 20.44 to read as follows:

In order to achieve the fifteen percent reduction in greenhouse gas emissions set forth in subsection 2.A, of this ordinance, the proponent of an action shall incorporate into the proposed action quantifiable measures to reduce greenhouse gas emissions. Measures that the proponent of an action may consider include, but are not limited to:

A. Construction measures that will result in reduced energy consumption, such as compliance with Built Green™ standards of the Master Builders Association of King and Snohomish Counties or the United States Green Building Council's LEED® Green Building Rating System, use of efficient lighting and lighting control systems and use of efficient heating and cooling systems;

B. Measures in the construction process that result in lower greenhouse gas emissions, such as the use of low or no-emission construction vehicles, steel and concrete using

manufacturing process that result in lower greenhouse gas emissions, reuse and recycling of building materials and demolition waste;

C. Incorporation of renewable energy measures, such as building location and design and use of solar and wind power systems;

D. Building in urban areas at higher densities and in mixed-use development and implementing measures designed to reduce total vehicle miles traveled, such as transit oriented developments, bicycle paths and pedestrian walkways, grid road system layout, promotion of ride-sharing and other transportation demand management strategies that reduce vehicle miles traveled and locating near commercial and retail centers;

E. Inclusion of water conservation and efficiency measures, such as water-efficient irrigation systems and devices, water efficient building designs, including reuse of greywater, and use of water-efficient fixtures and appliances;

F. Protection of open space, agricultural or forest lands;

G. The use of greenhouse gas emissions offsets; and

H. The purchase of development rights from rural properties that are transferred to urban properties pursuant to the provisions of K.C.C. Chapter 21A.37 that results in a reduction of vehicle miles traveled.

NEW SECTION. Section 4. A new section is hereby added to K.C.C. chapter 20.44 to read as follows:

A. The department of development and environmental services, by public rule, shall:

1. Adopt standards for evaluating and quantifying greenhouse gas emissions for actions governed by section 2 of this ordinance and the greenhouse gas emission reductions that result from measures proposed by applicants to reduce greenhouse gas emissions;

159           2. Identify measures to be included on a green list that when implemented under  
160 specified conditions have been determined by the department to meet the requirement of  
161 subsection section 2.A of this ordinance; and

162           3. Standards for when and how offsets may be purchased and applied to meet the  
163 requirements of section 2.A of this ordinance. At a minimum, the standards shall require the  
164 consideration of opportunities to avoid or reduce greenhouse emissions before the consideration  
165 of offsets.

166           B. The department shall assist proponents of actions governed by section 2 of this  
167 ordinance. The assistance should include forms and software that enable proponents of actions  
168 to estimate greenhouse gas emissions and the reduction in emissions that result from  
169 implementing measures identified by the department under A.2 of this section.

170           NEW SECTION. Section 5. A new section is hereby added to K.C.C. chapter 20.20 to  
171 read as follows:

172           King County may provide incentives for applicants who propose projects that meet green  
173 building or low impact development standards. The incentives may include, but are not limited  
174 to, free technical assistance, cost sharing and fee discounts, permit processing assistance and  
175 priority processing for development proposals that are estimated to achieve at least a thirty  
176 percent reduction in greenhouse gas emissions over a business as usual development.

177           NEW SECTION. Section 6. The department of development and environmental services  
178 in consultation with the department of natural resources and parks shall report to the county  
179 council not later than March 31, 2011 on the requirements of this ordinance. The report shall  
180 include:

181           A. By project type, the number, number of dwellings units, square footage, disturbance  
182   area, and other relevant factors, estimated average greenhouse gas emissions, measures selected  
183   to reduce greenhouse gas emissions, and estimated reductions in greenhouse gas emissions that  
184   resulted from the measures selected; and

185           B. A comparison of the greenhouse gas reductions achieved by activities subject to  
186   section 2 of this ordinance with greenhouse gas reductions achieved by other segments of the  
187   economy in King County, the success of King County in achieving the goal of reducing  
188   greenhouse gas emissions in the region to 1990 levels by 2020, and any recommendations for  
189   changes in the target established in subsection 2.A of this ordinance.



## **King County**

### **2008 King County Comprehensive Plan Update Snoqualmie SR-18 / I-90 Area Zoning Study 2/11/08**

**Executive Recommended  
Department of Development and Environmental Services**

#### **Summary**

This area zoning study was conducted in response to two separate docket requests for properties along Snoqualmie Parkway at the intersection of SR-18 and I-90. One docket requested a redesignation from Rural Area to the Urban Growth Area for nearly 12 acres on the northwest corner of the SR-18/I-90 intersection. The other docket requested the same redesignation for 73 acres on the northeast corner of the SR-18/I-90 intersection for a new hospital. The total acreage under consideration is 85. Currently the properties in both docket requests are designated as Rural Residential and zoned RA-5, one home per five acres.

#### **Background**

The SR-18/I-90 study area is along both sides of Snoqualmie Parkway between the incorporated area of the City of Snoqualmie and Interstate 90. The studied properties west of Snoqualmie Parkway total nearly 12 acres on three properties. Currently the properties are undeveloped and forest covered.

Six properties east of Snoqualmie Parkway totaling approximately 73 acres have been proposed for the new Snoqualmie Hospital site. The only development on the properties is a Recreational Vehicle resort with access from Snoqualmie Parkway. The remaining properties are undeveloped and forest covered. The Snoqualmie Hospital has entered into agreement to purchase the properties within the study area owned by Puget Western, which submitted authorization of the docket request for its properties. As of the docket request submission, sale

of the Leisure Time Resort RV park property was being negotiated by the Snoqualmie Hospital.

North of the study area is the Snoqualmie Ridge development and the incorporated area of the city of Snoqualmie. East of the study area are Rural Residential properties zoned RA-2.5, one home per 2.5 acres. Interstate 90 is along the south with publicly held land across the interstate. The Mitchell Hill-Raging River Rural Focus Area on King County and State of Washington owned properties forms the eastern border. The study area is within the Mountains to Sound Greenway, the corridor along I-90 that has used various mechanisms, including public funding, to preserve the natural character.

The area between I-90 and the incorporated area of the City of Snoqualmie was identified as the gateway to Snoqualmie - an area of future review for development or subdivision opportunities by King County and the City of Snoqualmie by the 1990 Interlocal Agreement that preceded the Snoqualmie Ridge development.

The docket properties are within this gateway area. Both dockets requested redesignation from the Rural Area to the Rural City Urban Growth Area for the City of Snoqualmie. The Mayor of the City of Snoqualmie submitted support for the new Snoqualmie Hospital development as part of the docket request. Locating the new hospital site in the gateway area would require conversion of the property to the UGA, consistent with KCCP policy U-147.

### **Applicable King County Comprehensive Plan Policies:**

**F-205** Public and private community service providers should be encouraged to share or reuse facilities when appropriate, to reduce costs, conserve land and provide convenience and amenity for the public. Joint sitting and shared use of facilities should be encouraged for schools, community centers, health facilities, cultural facilities, libraries, swimming pools and other social and recreational facilities.

### **R-222 (proposed)**

The Rural and Resource Land Preservation Transfer of Development Rights Program includes Demonstration Projects that involve an expansion of the Urban Growth Area as follows:

- a. The area to be added to the UGA shall be no more than 100 acres per project, and shall be immediately adjacent to the original urban growth boundary as established in the 1994 King County Comprehensive Plan or adjacent to the boundary of the Rural City Urban Growth Area;
- b. All additional density, and square footage for any non-residential use, in an urban expansion area shall require the purchase of transferable development



rights from sending sites within an established Rural Preservation District. The Rural Preservation District shall be outside the expansion area and shall remain Rural;

- c. The Rural Preservation District will, to the maximum extent practical, provide a buffer of permanently preserved open space and rural density between a UGA expansion area and adjacent Rural areas;
- d. At minimum, four acres of land shall be preserved for every one acre of UGA expansion. The preservation shall come from either the transfer of development rights or the dedication of open space within the Rural Preservation District or a combination of both;
- e. The Rural Preservation District shall be sized with a sufficient amount of sending site acreage to provide an expansion area with the necessary amount of potential transferable development rights and satisfy R-222d; and
- f. As a consideration in the formulation of future TDR policy, King County will evaluate the effects of land preservation on property values as a result of UGA expansions that require the transfer of development rights or dedication of open space from surrounding areas.

### **Analysis and Conclusions:**

The SR-18/I-90 study area is located on both sides of Snoqualmie Parkway between the incorporated area of the City of Snoqualmie and I-90. Two docket requests were submitted to designate these properties, which total 85 acres, from the Rural Area to the Urban Growth Area. The 73 acres on the east side of Snoqualmie Parkway have been proposed as the future site of the Snoqualmie Hospital and a community college branch campus.

The area between the SR-18/I-90 interchange and the City of the Snoqualmie was identified by the Snoqualmie Valley Community Plan as an area of future review. Redesignation of the properties along Snoqualmie Parkway will finalize the development of this area as required by Snoqualmie Valley Community Plan. However, including these areas within the UGA and approval of these developments will bring pressure to bear on adjacent Rural Areas to the east and west to also seek redesignation to urban.

Intensive development on the properties north of I-90 at the intersection of SR-18 would have a negative impact on this intersection within the Mountains to Sound Greenway. The large amount of acres within the docket study provides more options for protecting the view along I-90 than would individual, separate developments. As part of the docket request, the Mountains to Sound Greenway trust submitted support for the new Snoqualmie Hospital if designed to support the forested continuity of the Greenway.

A pilot project is the best means to determine an appropriate level of Urban development, offset by the creation of new and permanent open space.

### **The Rural Preservation Program: Pilot Project**

The Rural Preservation Program is a new program designed to expand opportunities for the preservation of rural and resource lands, including lands that are already developed at low densities. The Rural Preservation Program utilizes the County's established Transfer of Development Rights (TDR) program to foster greater preservation of rural lands in close proximity to the Urban Growth Area to remove from these lands the pressure for future conversion to urban development. One of the main attributes of this program is to create a "nexus" between the land being protected and the land receiving higher densities. To accomplish this, a Rural Preservation District will be identified within which preservation will be prioritized. After careful consideration of the docket requests to redesignate 85 acres at the SR-18/I-90, we have chosen this area as a pilot project in the Rural Preservation Program.

The 85 acres that are the subject of the docket requests for redesignation to urban will become urban but with Urban Reserve zoning and a requirement for an interlocal agreement (ILA) with the City of Snoqualmie specifying preservation of lands within the Rural Preservation District. The ILA will restrict these lands from urban development until at least four times the amount of land, or 340 acres, is protected either through the Transfer of Development Rights or dedication of land as permanent open space. With the use of transferable development rights, the development must purchase a number of development rights that is commensurate with the square footage of non-residential uses and the number of housing units proposed for the site, with the formula to be determined later. The Rural Preservation District, from which development rights must be purchased and open space be dedicated, will be at least three times the acreage as required under the ILA to allow for market factors. The Rural Preservation District will include the buffer area requested by the Mountains to Sound Greenway and extend to rural properties east, west, and south of the proposed development.

The area contained in the Urban Reserve portion includes more than sufficient land for development of the new Snoqualmie Hospital, a community college, and any auxiliary or joint use as encouraged by KCCP policy F-205. Conversion of additional Rural land east or west of the SDO to Urban is not warranted.

### **Executive Staff Recommendation:**

Redesignate parcels 0223079046, 0223079063, 0223079075, 022307UNKN, 0223079007,

0223079049, 0223079064, 7462900120, 7462900130, and 7462900110 as Urban. Rezone these parcels, comprising 85 acres, from RA-5 to UR. These parcels are proposed for an Urban land use designation and to be a Transfer of Development Rights (TDR) receiving area as part of a Rural Preservation pilot project. Adjacent Rural Areas, as shown on the attached map, are designated a Rural Preservation District and are the TDR sending area for the pilot project. The required perimeter buffers should remain in the rural Area and retain the existing rural land use and zoning designations.

The purpose of the pilot project is to allow the 85-acre study area to become urban while protecting surrounding rural lands. The pilot project will be implemented with Urban Reserve zoning, that restricts these lands from urban development until at least four times the amount of land, or 340 acres is protected either through Transfer of Development Rights or dedication of land as permanent open space. Additionally, the development must purchase development rights commensurate with the square footage and housing units requested for the site, with the formula to be determined later. The Rural Preservation District will be at least three times the acreage as required under the pilot program to allow for market factors.

A minimum of 150-200 foot buffer along I-90 is required, consistent with the Mountains to Sound Greenway. A perimeter buffer along the east margin of the 75-acre portion of the study area east of Snoqualmie Ridge Parkway is also required. Land included in the buffer can be dedicated as permanent open space and count toward the total of 340 acres required for protection. It is estimated that a 200' buffer along the south margin of the proposed Urban Area, and a 100' buffer along the east margin of the Urban Area, will result in the preservation of about 20 acres and thereby reduce the Urban development area to 65 acres. This would lower the required size of the preservation area from 340 acres to 260 acres. These required buffers should remain in the Rural Area.

Uses in the new Urban Area shall be limited to “institutional” uses such as colleges and hospitals and ancillary uses to include a hotel, retail uses directly related to a hospital or college, or limited residential development but not highway-orientated commercial uses. King County shall apply Urban Reserve zoning to any Urban Areas established by the pilot project.

King County and the City of Snoqualmie shall enter into an Interlocal Agreement prior to annexation to assure these conditions are followed after annexation. Actual development of the Urban Area established by the pilot project will occur after annexation using the development standards of the City of Snoqualmie.

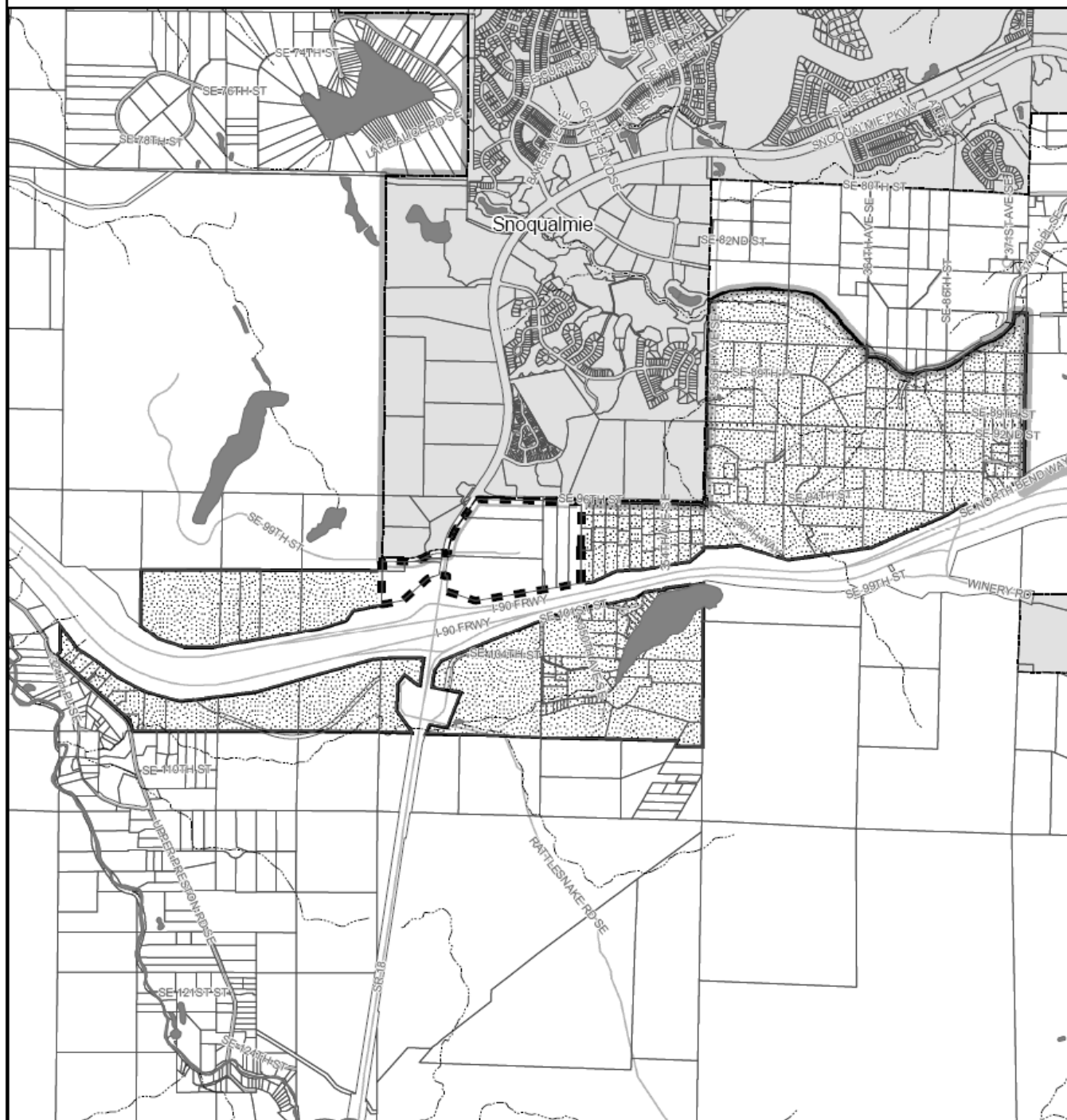
The pilot project shall be evaluated during the 2012 update of the King County Comprehensive Plan. A determination whether or not to extend the pilot project shall be made at that time.





[mfony/projects/2008\\_KCCPBlackWhite\\_pageize\\_proposal/ShoquimaSR15-100SubareaPlan\\_exec\\_rec\\_rpd.mxd](#)

-  Transfer of Development Rights Receiving Area
-  Transfer of Development Rights Sending Area
-  Incorporated Areas
-  Urban Growth Boundary





# Snoqualmie SR-18 / I-90 Subarea Plan

## Executive Recommended Zoning Map



**King County**  
Department of Development and  
Environmental Services

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

1,000 500 0 1,000 2,000 3,000  
Feet

**RA-5** Rural Area, one DU per 5 acres

**RA-2.5** Rural Area, one DU per 5 acres

**RA-10** Rural Area, one DU per 10 acres

**F** Forestry

**UR** Urban Reserve, one DU per 5 acres

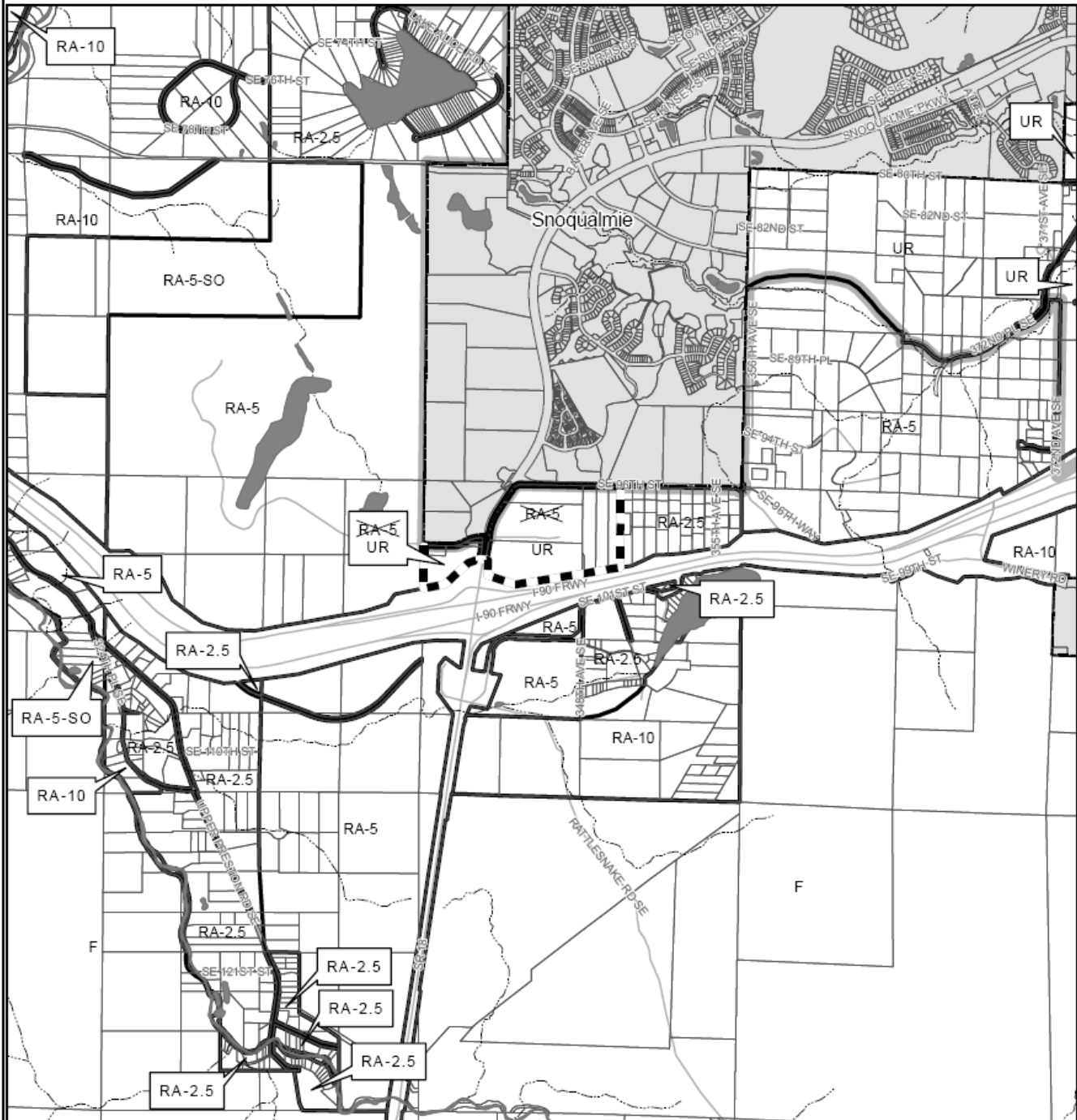
Incorporated Areas

Change Area

Urban Growth Boundary

Proposed Urban Growth Boundary

m:\kory\projects\2008\_KCCP\Black&White\_page\proposals\snoqualmie\sr18-400\subarea\plan\_exec\_rec\_active.mxd  
M:\CCM\BSP\Subarea\SR18-400\Map\20080118\_SnoqualmieSR18-400SubareaPlan\_exec\_rec\_active.pdf



## Snoqualmie SR-18 / I-90 Parcels

Parcel	Comprehensive Plan Land Use Map Designation		Zoning		Size (Acres)	Owner	Notes	Development Conditions
	Current	Proposed	Current	Proposed				
0223079046	Rural Residential	Rural Cities Urban Growth Area	RA-5	UR	1.40	Michael V Griffith	Vacant, rural clearing limits, erosion hazards, Raging River Basin	none
0223079063	Rural Residential	Rural Cities Urban Growth Area	RA-5	UR	9.62	Michael V Griffith	Vacant, rural clearing limits, erosion hazards, Raging River Basin	none
0223079075	Rural Residential	Rural Cities Urban Growth Area	RA-5	UR	0.51	Michael V Griffith	Vacant, rural clearing limits, erosion hazards, Raging River Basin	none
022307UNKN	Rural Residential	Rural Cities Urban Growth Area	RA-5	UR	0.30		Rural clearing limits, erosion hazard, Class 2 aquifer recharge, Raging River Basin	none
0223079007	Rural Residential	Rural Cities Urban Growth Area	RA-5	UR	8.73	Puget Western Inc	Vacant, rural clearing limits, erosion hazard, Raging River and Coal Creek Basin	none
0223079049	Rural Residential	Rural Cities Urban Growth Area	RA-5	UR	20.85	Leisure Time Resorts	Cascade Resort, four buildings, rural clearing limits, erosion hazard, Raging River Basin	none
0223079064	Rural Residential	Rural Cities Urban Growth Area	RA-5	UR	22.36	Puget Western Inc	Vacant, rural clearing limits, erosion hazard, Class 2 aquifer recharge, Raging River Basin	none
7462900120	Rural Residential	Rural Cities Urban Growth Area	RA-5	UR	6.43	Puget Western Inc	Vacant, rural clearing limits, erosion hazard, Class 2 aquifer recharge, Raging River and Coal Creek Basins	none
7462900130	Rural Residential	Rural Cities Urban Growth Area	RA-5	UR	7.38	Puget Western Inc	Vacant, rural clearing limits, erosion hazard, Class 2 aquifer recharge, Raging River and Coal Creek Basins	none
7462900110	Rural Residential	Rural Cities Urban Growth Area	RA-5	UR	6.27	Puget Western Inc	Vacant, rural clearing limits, erosion hazard, Class 2 aquifer recharge, Raging River and Coal Creek Basins	none







## **REVISED 2008 COMPREHENSIVE PLAN SCHEDULE FOR GMNR COMMITTEE**

June 3 - CHAP. 4 - ENVIRONMENT & the ENERGY SECTION OF CHAP. 8 - SERVICES, FACILITIES & UTILITIES; Public testimony scheduled

**June 17 (Revised)** - REVIEW OF OUTSTANDING ISSUES & PROPOSED CHANGES TO POLICIES & CODE; Public testimony scheduled

**July 1 (Revised)** - REVIEW OF OUTSTANDING ISSUES & PROPOSED CHANGES TO POLICIES & CODE; Public testimony scheduled

**July 15 (Revised)** - STRIKER & AREA ZONING STUDIES; Public testimony scheduled

July 29 (tentative) - Special meeting of the GMNR Committee.

August 5 - FINAL COMMITTEE ACTION Regular meeting of the GMNR Committee. Discussion and possible action on 2008 Comprehensive Plan. GMNR completes its recommendation on the 2008 Comprehensive Plan and forwards it on to the full council. Public testimony if action is taken.

September 29 (anticipated) - Public hearing and testimony before the full council on the GMNR recommended 2008 Comprehensive Plan.

October 6 (anticipated) - Full Council: Final Action on GMNR recommended 2008 Comprehensive Plan.

October 13 (tentative) - Transmittal of Executive Proposed 2009 Budget. Deadline for transmittal of Transportation Needs Report, School Capital Facilities Plans. Note: The public is given an opportunity to testify on these elements of the Comprehensive Plan in conjunction with review of the 2009 Budget.

November 17 (tentative) - Public hearing at the full council on 2008 Budget, including Capital Improvement Program.

November 24 (tentative) - Final adoption of the School Capital Facilities Plans and Transportation Needs Report in conjunction with adoption of the 2009 Budget.